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OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
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No. 16,239. 號九十三百二千六萬一第 日三初月四年二統宣 HONGKONG, WEDNESDAY, MAY 11th, 1910. 三拜禮 號一十月五年十一百九千一英港香 PRICE, \$3 PER MONTH

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A  
**"MOUTRIE"**  
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FIVE YEARS'  
WRITTEN GUARANTEE.  
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[a34-2]  
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A strong British Corporation, Registered  
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Insurance in Force ... \$3,054,152.00  
Assets ... 7,114,490.08  
Income for Year ... 3,073,834.81  
Total Security to Policyholders 7,883,852.53  
LEFFERTS KNOX, Esq., Hongkong, Can-  
ton, Macao and the  
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[a1472] ALEXANDRA BUILDING, HONGKONG.  
GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
SHEWAN TOMES & CO.,  
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Hongkong, 29th April, 1908. [a1491]  
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DENTAL SURGEON,  
35, QUEEN'S ROAD CENTRAL.  
1ST FLOOR, ROOMS 2 and 3. From the  
University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. [364]  
SIEN TING  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [432]  
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TIME TABLE.  
WEEK DAYS.  
7.00 a.m. to 10.00 a.m. Every 10 minutes.  
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12.45 p.m. to 1.15 p.m. Every 10 minutes.  
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1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.  
every 2 hours.  
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Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.  
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8.00 a.m. to 9.00 a.m. Every 15 minutes.  
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9.30 a.m. to 10.30 a.m. Every 15 minutes.  
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11.00 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
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11.15 p.m., every half hour.  
SPECIAL CARS by arrangement at the  
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JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1905. [476]

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[a28]

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DEVELOPING & PRINTING  
A SPECIALTY.  
[a1465]

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CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.  
Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government  
Standard Test on Typhoid Germs. Certificate of Strength given to each buyer.  
Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.  
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.  
PRICES:  
\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

**Pearson's Saponified CRESOL**  
PRICES:  
Co-Efficient 10; \$1.95 per 1 gallon Drum.  
5; \$1.75 per 1 gallon Drum.

Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their products  
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pare the result with our HYCOL. This is the only way you can arrive at the Germ Killing  
Properties and in the true value of a Genuine Disinfectant Fluid.  
**DODWELL & CO., LTD.** SOLE AGENTS for HONGKONG,  
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OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE  
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(Freight on a case of Cushions to Bombay, Rs. 4/- on r.)

BEST AFRICAN IVORY BILLIARD BALLS.  
THOROUGHLY SEASONED.  
CRYSTALINE AND BONZOLINE BALLS, ALL SIZES  
WEST OF ENGLAND BILLIARD CLOTHS A SPECIALLY.

WE HOLD THE LARGEST STOCK OF  
BILLIARD TABLE ACCESSORIES AND MATERIALS OUT OF LONDON  
ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards,  
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**JOHN ROBERTS & CO. LD.**  
BILLIARD TABLE MAKERS AND IVORY TURNERS,  
BOMBAY. [1134-2]

**"SHACKELL"**  
"SEAL" RED PRINTING INK  
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS  
**SHACKELL EDWARDS & CO. LTD.**  
PRINTING INK MAKERS.  
ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.  
Hongkong, 16th October, 1907. [1565]

**NOTICES OF FIRMS**

**NOTICE.**  
WE have This Day Established our  
Hongkong Branch, with Offices in the  
HONGKONG HOTEL BUILDING, Des Vaux  
Road, and have admitted as a partner to this  
said Branch, Mr. DENIS EWART  
DONNELLY, under whose management the  
business will be conducted.  
GARNER, QUELCH & Co.,  
Wholesale Wine Merchants.  
Hongkong, 6th May, 1910. [614]

**NOTICE.**  
THE UNDERSIGNED are GENERAL  
REPRESENTATIVES throughout the  
FAR EAST for the following Firms:  
ACKERMAN-LAURANCE (Estbd. 1811), Cham-  
pagne Shippers, St. Hilaire, St. Florent,  
France.  
JAMES BUCHANAN & Co., Ltd., Scotch  
Whisky Distillers, London and Glasgow.  
CUNLIFFE, DONSON & Co., (Estbd. 1804),  
Claret Shippers, Bordeaux.  
DENIS, MOUNIE & Co., (Estbd. 1838), Cognac  
Shippers, Cognac.  
EDGELL & HUTCHINSON, Wine Shippers,  
London.  
FOSTER & SONS, LTD. (Estbd. 1829), Deer and  
Stout Bottlers, London.  
HUNT, ROOPE, TELLES & Co., (Estbd. pre-  
vious to 1735), Port Shippers, Oporto  
and London.  
HUMPHREY, TAYLOR & Co., (Estbd. 1770),  
Liquor Distillers, London.  
MARTIN & ROSE, Largest Vermouth Manu-  
facturers in the World, Turin.  
MEUX & BEEVEY & Co., Ltd., (Estbd. 1764),  
Beer and Stout Brewers, London.  
TANQUERAY, GORDON & Co., (Estbd. 1769),  
Gin Distillers, London.  
GARNER, QUELCH & Co.,  
Wholesale Wine Merchants.  
Hongkong, 6th May, 1910. [615]

**FOR SALE**  
FOR SALE.  
THE Cutter Yacht "BRYNHILDE," as  
she lies off AR KING'S, with all Gear and  
Stores, Bedding and Mess Traps on Board.  
Length over all, 42 feet; Beam, 10 feet 3  
inches; Draught, 5 feet.  
Lead Keel weighing 7,030 lbs. Teak Built,  
Copper Fastened.  
New Sails, Area about 1,700 square feet.  
Large English-built Dinghy, Three Anchors,  
Chain and Hemp Cables, Two Life Buoy,  
Compass, Lights, &c.  
Complete and ready for sea.  
LEIGH & ORANGE,  
Princes Building,  
2, Des Vaux Road Central.  
Hongkong, 31st December, 1909. [106]

**FOR SALE.**  
STEAM Launches, Steel Lighters, Wooden  
Lighters, Steam Cranes (travelling and  
stationary), Steam Hoists, Lifterwood Steam  
Engine Driven, Diving Pump and Dress, Hand  
Grabs, Capstain, Hand Winches, Driving  
Pulley, Bolts and Nuts, Hook Bolts, Clutch  
Bolts, Barred Bolts, Galvanized Spikes, Pile  
Shoes, Chain Hoists, Iron and Brass Screws,  
Differdange Piles, Rolled Steel Joists, Steel  
Channels, Corrugated Iron Roofing, Roofing  
Washers, Angle Iron, Cast Iron Columns  
(suitable for building construction) White  
washing Machines, Canvas Sewing Machine,  
Patent Fire Escape "Wall's" Light,  
"KITCHEN" Light, Acetylene Lamps, Hand  
Pump, Theodolite and Leveling Staff, Ronco  
Duplicator, Compensator, Telescope (on tripod),  
Office Desks and Cupboards.  
Apply to—  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 4th May, 1910. [595]

**FOR SALE.**  
HONGKONG HANSARD REPORTS  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1909.  
REVISED BY THE MEMBERS.  
PRICE - - - - \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

**FOR SALE.**  
REMAINING Portions of MARINE  
LOTS 31 and 36, at PRAYA EAST.  
Approximate Area, 43,000 Square Feet.  
TO BE LET OR SOLD  
IN LOTS TO SUIT TENANTS OR  
PURCHASERS.  
**MARINE LOT  
No. 285**  
EXTENSIVE WATER  
FRONTAGE, DEEP WATER.  
Apply—  
G. FENWICK & Co., LTD.,  
ENGINEERS, &c.,  
PRAYA EAST, HONGKONG.  
Hongkong, 6th June, 1906. [94-163]

**NOTICE.**  
HAVING assigned my Share and Interest  
in the UNION TRADING CO.  
No. 34, Queen's Road Central, to Mr. LO IP  
SHING, Notice is hereby Given that my  
Responsibility in the said Firm CEASES as  
from the 1st May, 1910.  
LO YOK KEE.  
Hongkong, 4th May, 1910. [694]

**NOTICE.**  
HAVING This Day Appointed Messrs.  
LANE, CRAWFORD & Co., RETAIL AGENTS  
for the Sale of the above Wines and Spirits, to  
whom all enquiries should be addressed.  
GARNER, QUELCH & Co.,  
Wholesale Wine Merchants.  
Hongkong, 9th May, 1910. [618]

**NOTICE.**  
HAVING This Day been Appointed by  
Messrs. GARNER, QUELCH & Co.,  
RETAIL AGENTS for the Sale of the above  
Wines and Spirits, we are prepared to supply  
same at Reasonable Prices. Every Article  
mentioned on our Wine and Spirit Price List,  
which will be supplied on application, is  
BOTTLED IN EUROPE by the Shippers.  
LANE, CRAWFORD & Co.  
Hongkong, 9th May, 1910. [619]

**NOTICE.**  
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LO YOK KEE.  
Hongkong, 4th May, 1910. [694]

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**HONGKONG HOTEL**

FIRST-CLASS AND UP-TO-DATE.  
Dining accommodation for 300 Persons.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager.

**KING EDWARD  
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A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a563]

**ORIENTAL HOTEL**  
No. 2, QUEEN'S ROAD CENTRAL.  
A THOROUGHLY FIRST-CLASS AND  
UP-TO-DATE HOTEL.  
SITUATED in the most central position.  
Large and airy Rooms. Hot and Cold  
Water Baths, Gas, and Electric Light.  
Cuisine entirely under European Supervision.  
Private Bar and Billiard Rooms. Monthly  
Rates for Tiffin and Dinner. Terms moderate.  
FREDERICK REICHMANN,  
Proprietor and Manager.  
(late Manager of J. Lyons & Co. (Trocadero))  
Leading Caterers in London, and of the  
GRAND ORIENTAL HOTEL, Colombo.  
TELEPHONE No. 197.  
TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 16th April, 1910. [a542]

**"KINGSCLERE."**  
PRIVATE HOTEL.  
APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.  
Telephone No. 134.  
Telegraphic Address: "SACHSOLA."  
"ELECTRIC LIGHT, Hot and Cold Water,  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses."  
Proprietress, Mrs. G. SACHSE.  
[a37]

**"BRAESIDE."**  
PRIVATE HOTEL.  
STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.  
Telephone No. 630.  
Apply to— Mrs. F. W. WAITS,  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a36]

**VICTORIA HOTEL**  
SHAM-KEEN-CANTON.  
MANAGER—MR. H. HAYNES.  
Telegraphic address—"VICTORIA, SHAM-KEEN."  
SITUATED ON THE BRITISH CONCESSION.

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MACAO  
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SITUATED IN THE CENTRE OF PRAYA GRAND  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAIRS PROVIDED.  
Every information and Special attention given  
to Tourists.  
REASONABLE RATES.  
WM. FARMER,  
Proprietor.  
[a1623]

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
MACAO.  
THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous for  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
city of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (S.S. Sui An and Sui Tin) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.  
Cable Address—"BOA VISTA."  
For Terms apply to  
THE MANAGER



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**A. S. WATSON & CO., LIMITED.**

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**MANUFACTURERS OF  
HIGH CLASS  
AERATED WATERS**

## THIS SEASON'S PRICES:

SODA WATER	Per Doz.
SODA WATER (bottles)	60 "
POTASSIUM SULPHATE & B. P.	
SODA	60 "
LEMONADE	65 "
TONIC WATER	75 "
LITHIA WATER	75 "
GINGER ALE	75 "
SARSAPARILLA	75 "
ORANGE CHAMPAGNE	75 "
LEMON SQUASH	75 "
RASPBERRYADE	75 "

## SPECIALITIES:

STONE GINGER BEER	85 cents.
DRY GINGER ALE	Pints \$1.00; Splits 60 cents.
LIME FRUIT CHAMPAGNE	Pints \$1.00; Splits 60 cents.

Bottles will be charged for at the rate of \$1.20 per dozen, and credited in full on being returned in good condition.

**A. S. WATSON & CO., LIMITED.**  
HONGKONG, CHINA & MANILA.

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HONGKONG OFFICE: 10A, DES VUE ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press**

HONGKONG, May 11th, 1910.

The problem in British politics which had developed before the death of King Edward, and which he was expected to solve, has become more interesting, if possible, under the altered conditions. The crisis, though postponed, is none the less acute, and it recalls to mind the fact that although collisions between the two Houses of Parliament on the question of finances have been rare, there have not been lacking occasions when a crisis, such as now obtains in British politics, has been narrowly averted. Roughly, the control of the finances of the country has been in the hands of the House of Commons for two hundred years, and during that time no complaint has ever been raised as to any lack of liberality in voting money for the service of the State. In fact, it may be said that since the Revolution, from which time dates the practice of annual estimates, the Commons have shown a much greater liberality in voting supplies than at any period before that date. It is true that the House has not always agreed with the financial proposals of Ministers, but a distinction must be made between the manner in which the required revenue is to be raised and the necessity of raising that revenue. But even objections to the financial proposals have been few and far between. May, in his *Constitutional History*, notes several of the more important occasions. Thus in 1767 the proposal of the then Chancellor of the Exchequer to continue a land-tax of four

shillings in the pound was rejected, and the tax was reduced to three shillings. This was the first time for nearly a hundred years that a Minister had been defeated on a financial measure. On the termination of the war with France the Ministry was defeated on a proposal to continue the war taxes, and again in 1852 a proposal to double the house-tax was rejected. On a few other occasions trifling sums have been struck out of the estimates. It will thus be seen that the Commons, far from rejecting financial measures, have very rarely taken upon themselves the task of amending them. On still fewer occasions have the Commons exercised their power of "stopping supplies." For a hundred years after the Revolution the money required by the State was promptly voted, and it was not till 1784 that any serious attempt was made to influence the course of legislation by refusal to grant the money required for the service of the State. The attempt ended in failure, and the experiment has not been repeated. It is easy to understand how, under a system of party-government, the rejection or withholding of financial measures has become of rare occurrence. Ministers do not now attempt to remain in power unless they can command the confidence of the House, which naturally implies the approval of such important Bills as those connected with taxation. The acceptance of financial measures without amendment is not so easy to understand, however, since the framing of financial proposals which shall meet the views of all shades of opinion in the House must be a matter of considerable difficulty. The result is probably due partly to party loyalty and partly to the restraint laid upon Ministers by the necessity of obtaining approval for their measures. Proposals involving the expenditure of public money are also surrounded by special safeguards which prevent any hasty or inconsiderate action. Whatever the reason, it is certain that in the past the House of Commons has very rarely rejected or even amended the financial proposals of Ministers. This being the case it is easy to understand that the rejection of the estimates in another House comes as a most serious blow to what the Commons considered as its prerogative. It is true the Commons have admitted the right of the House of Lords to reject a money Bill, but only on the same ground as they admit the right of the Crown to veto any measure, a right which may now be said to exist only in theory. Logically, moreover, rejection of a measure must be considered as coming under the same category as amendment. If amendment implies disapproval of certain portions of a measure, then rejection implies disapproval of the whole of a measure, and thus the Commons in affirming, as they did, when the question was raised in 1671, that the Lords could reject but not amend a money Bill, took up an illogical position. The same remark applies to Lord CHATHAM's dictum that "the taxes are a voluntary gift and grant of the Commons alone; the concurrence of the peers and the Crown to a tax is only necessary to clothe it with the form of a law." If a certain amount of revenue has to be raised for the purposes of the State, the only point at issue can be as to how it is to be raised, and the rejection of a Money Bill by the peers or the Crown implies not that the Bill is unnecessary—that the money to be raised under it is not required—but that the method of raising the money is objectionable, that, in fact, the Bill requires amendment. The Lords cannot amend a financial measure any more than the Crown, but the difference between amending a Bill and causing it to be amended is a difference between Tweedledum and Tweedledee. Hence the only logical positions that the House of Commons can take is that either the House of Lords has full power to deal with Finance Bills as with other measures, or else that the House of Lords has no power to amend, or cause to be amended by rejection, any Finance Bill, power to do which is vested in the Lower House, and the Lower House alone. From the point of view of expediency the single chamber control of financial measures has its advantages, but at the same time, as popular opinion in all countries favours the adoption of two chambers, it certainly is an anomaly that one particular section of Bills should be excluded from the revisory power exercised by the Upper House. The origin of this anomaly is not difficult to see. The House of Lords has always been more or less closely connected with the Crown, and it was as a precaution against the violation of public liberties by the Crown that the House of Commons obtained the right to determine "the measure and the time" of every tax imposed upon the people. The power of the Crown and the Commons

was thus evenly balanced. The Commons could refuse to vote supplies if the Crown trespassed on the public liberties, while the Crown could dissolve the House if it showed any tendency towards rash and violent proceedings. The House of Lords stood outside their influence, however, a dissolution could not affect it, and any power placed in its hands to withhold supplies would practically give it complete control over both Crown and Commons, which, from the circumstances of the case, would naturally be exercised in favour of the Crown. Thus no safeguard could be established by the Commons vis-à-vis the Crown unless the power of the Lords over all finance measures was strictly limited.

A very fine photograph of the proclamation ceremony has come to hand from A. Fong.

A new British Consulate is proposed to be erected at Changsha at a cost of £24,000.

Rev. C. Bone, wife and family, of Hongkong, arrived by the s.s. *Devonshire* after a long holiday in England.

It is sought to allow Korean monks to marry, and application to this effect has been made to the Privy Council.

Two thousand Japanese in Fern have offered their services to that country in the event of a war with Ecuador.

The superannuation allowance on retirement through ill-health of Mr. R. W. Mansfield, formerly Consul-General at Canton, is £2935 6s. 8d.

Sir Francis Pigott, Chief Justice of Hongkong, is a passenger outward on the M.M. steamer *Yarra*, which left Marseilles on April 24th.

A Chinese boarding-house keeper, who neglected to keep his books in proper order, was fined \$50 by Mr. J. R. Wood at the Magistracy yesterday.

Lieutenants A. F. Day and A. W. S. Gibson, Royal Engineers, Cork, have been placed under orders to proceed to Hongkong early in the next troopship season. They will be replaced at Cork by Lieutenants E. Woodhouse and B. E. Coke, from Hongkong.

Sasson Shalom Elazar, the young Turkish subject who was awaiting trial for the London City shooting outrage, committed suicide in the Old Bailey. Elazar was charged with shooting with intent to murder his brother, a clerk at the offices of Messrs. David Sassoon.

John William Good, one of the American tourists on the *Cleveland*, who was accompanied by his wife and son, died at sea of heart apoplexy while the steamer was on her way to Bombay. The body has been embalmed and will be transported to the steamer *Black Prince* for removal to America.

The British Navy has contributed, through Captain Dundas, Naval Attaché to the British Embassy in Tokyo, the sum of ¥100 towards the relief of the bereaved families of the late Lieutenant Sakuma and his subordinates who lost their lives in the recent submarine disaster in Hiroshima Bay.

At the meeting of the Sanitary Board yesterday the President, before beginning the business of the meeting, said he had much pleasure in introducing as a new member, Lieut.-Colonel Sir Joseph Fayer, R.A.M.C., who was acting as a member of the Board in the absence of Colonel Bedford.

A British soldier had an unpleasant experience at the Star Ferry wharf on Monday night. He ran down the steps to catch the 11.5 launch as it was leaving, but slipping on the wet steps, he fell, striking his breast against the gunwale. Fortunately he was not allowed to fall back into the water, but was smartly caught by some Chinese and assisted on board.

The words are significant. An American journal remarks: "The work King Edward does is enough to make a younger man ill. If he were a well-to-do subject, who could lose himself in the country for a year and get an actual rest cure, he might hope to live long; but the vacations King Edward takes are all functions of more or less importance and tell on his jaded nerves."

Dried American codfish has appeared in the markets of Korea as a successful rival to the ling, which has for centuries been the favourite food fish of the Koreans. It is imported from the United States by way of Kobe, says an American trade journal, and as its price is low and it is very agreeable to the Korean taste, its sale is steadily growing, with a corresponding decrease in the sale of ling.

Capt. J. Franklin Parry, who has been appointed to succeed Capt. C. E. Munro as assistant hydrographer at the Admiralty, has seen some service in the Far East. He was in charge of a party landed from the *Ramblar* at Mampakol, British North Borneo, to protect the Resident from hostile natives. In June, 1906, he took command of the *Merlin*, newly fitted out for surveying service on the China Station, but was invalided home six months later.

Liang Kwo Ying, His Imperial Majesty's consular representative in Honolulu, has parted with his spouse. The reason assigned for this radical change is said to be due to the fact that the edict recently issued permitting the queen to be served from the heads of loyal Chinese subjects, is now to be applied generally to all official representatives from Honolulu to Washington, in anticipation of the coming of the Chinese prince (Military Mission).

Captain Winch, manager of the *Belle View* Hotel, was summoned before Mr. E. R. Hallifax at the Magistracy yesterday on a charge of supplying liquor during prohibited hours. The case was remanded.

Two cases of stealing clothing from passengers on board the river steamer *San Cheung* were dealt with by Mr. E. R. Hallifax at the Magistracy yesterday. In each instance the defendant was sentenced to six weeks' imprisonment and six hours' stocks.

A native who was caught in the act of removing clothing from the first floor of a house in Bonham Strand with a long bamboo pole was, at the Magistracy yesterday, sentenced by Mr. Hallifax to fourteen days' imprisonment and four hours' stocks.

Six Chinese were arraigned before Mr. E. R. Hallifax at the Magistracy yesterday on a charge of travelling from Canton to Hongkong by the steamer *Honan* without paying their fares. The defendants, who left the Chinese port with a capital of twenty cents, came to Hongkong to look for work, and said they relied upon some benevolent passenger paying their passages. The friend in need was not on board, and the accused on appearing before the Court were fined \$10 apiece, the alternative being one month's imprisonment.

Between Thursday night and Sunday morning thieves forced an entrance into the godowns of Messrs. Eschbayer & Co. at West Point through a back window and stole sandalwood and cassia bark valued at between \$400 and \$500. On the robbery being reported to the police detectives were set to work and succeeded in recovering most of the stolen property. A Chinese who has been arrested on suspicion was charged before Mr. J. R. Wood at the Magistracy yesterday, and the hearing of the case was adjourned.

An enormous shark was captured just outside Koppel Harbour, Singapore, the other day. A well-known Malay shark catcher, named Sabtu bin Tamin, was fishing for these demons of the sea with an ikan tinggiri as bait. He was in his boat off Fort Siloso when the monster was hooked. It was landed after a great struggle and was found to be sixteen feet in length and twelve feet round the biggest part. It was covered with black and white stripes. Sabtu took his capture to the market, but only received \$3. The Chinese declined to buy and declared that a striped shark was their "Dahoh." The plucky Malay, says the *Free Press*, deserves to be rewarded. He has caught and killed no fewer than forty-nine sharks.

## THE DEAD KING.

Members of the Sanitary Board were summoned to the ordinary meeting at the Board room yesterday. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. A. W. Brewin (Registrar-General), Sir Joseph Fayer, R.A.M.C., P.M.O., Hon. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Dr. F. Clark (Medical Officer of Health), Dr. Pearson (A.M.O.H.), and W. Bowen Rowlands (Secretary).

## AN EMPIRE'S LOSS.

THE PRESIDENT—Gentlemen,—This is the first occasion on which this Board has met since the sad news of the death of His Majesty King Edward VII. was received in the Colony, and I think it would be hardly fitting if, in these circumstances, any business was transacted by this Board to-day. I therefore beg to propose that we should show how keenly we appreciate this loss to the Empire and to this Colony by moving the resolution which I bring forward, and that is, "That as a token of respect to the memory of His late Majesty King Edward VII., this Board do adjourn until Tuesday, 17th instant."

Hon. Mr. HEWETT—Second that, sir.

THE PRESIDENT—Carried unanimously. Gentlemen, that terminates the business of the meeting.

## PARSI CONDOLENCES.

The following expression of sympathy has been forwarded by the Parsi community of Hongkong:—

Sir Hormusjee Mody and members Hongkong Parsi community respectfully desire to tender their humble duty and deepest sympathy with Her Majesty Queen Alexandra and Royal Family. They also desire express to His Majesty the King, George V., their devoted allegiance.

## HONGKONG AN INFECTED PORT.

Mr. de Reus, Consul-General for the Netherlands, writes us that he has received telegraphic information from the Netherlands-Indian Government at Batavia that the port of Hongkong has been declared infected with plague. The importation is temporarily prohibited of animal refuse, claws and hoofs, animal and human hair and bristles, hides which are untanned and which are salted or cured with arsenic, raw wool and rags, bags or sacks which have already been used, coming from Hongkong or transhipped at this port.

Also the importation is temporarily prohibited from Hongkong into Netherlands-India of tapestry and used embroideries unless they are transported as personal baggage or in consequence of change of residence. The Consul-General adds that he has forwarded a telegram to Batavia informing the Netherlands-Indian Government that since May 1st there have been no more cases of plague in the Colony, and expressing the hope that with the continuation of the present good state of health the prevailing sanitary measures against Hongkong will soon be relaxed.

## TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

## CHINA'S CONDOLENCES.

PEKING, May 10th.

Prince Tsai Tao, who is on a military mission, has been selected to convey China's condolences to the British Court on the death of King Edward.

## THE WAIWUPU.

PEKING, May 10th.

Liang Tun Yen, the Junior President of the Waiwupu, who has received further leave of absence, persists in resigning. The question of his successor is being anxiously discussed.

## CHINESE ROYAL DEATH.

PEKING, May 10th.

The Consort of the late Emperor Hsien Feng has passed away at the age of 77 years.

## CHINA AND RUSSIA.

PEKING, May 10th.

The questions relating to the navigation of the Sungari have been discussed without any result, and it is expected that the negotiations will be transferred from Harbin to Peking.

## INTERFERENCE WITH TRADE.

PEKING, May 10th.

The Hankow bean export trade has been forbidden locally. Official representation has not been made so far.

## TURBULENT CHANGSHA.

PEKING, May 10th.

The revolutionary proclamations posted at Changsha have been torn down by order of the officials. Otherwise the city is quiet.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## TO LIE IN STATE.

LONDON, May 9th.

It is officially stated that the remains of His late Majesty King Edward will be conveyed next Monday to Westminster Hall, there to lie in State on Tuesday, Wednesday and Thursday, after which the body will be taken to Windsor for interment on the 25th instant.

## KING GEORGE PROCLAIMED.

LONDON, May 9th.

King George was proclaimed King this morning with all the ancient ceremonial in the presence of immense crowds.

## STOCK EXCHANGE IMPROVES.

LONDON, May 9th.

The condition of the Stock Exchange is good, Consols being quoted at £81½.

## THE CRETAN PROBLEM.

LONDON, May 10th.

The Cretan Assembly has been opened, and the oath of allegiance taken in the name of King George of Greece amid frenzied cheers.

A Mussulman deputy protested, but he was assaulted and his protest torn up.

## BRITAIN'S NEW MONARCH.

LONDON, May 10th.

The members of the House of Commons took the oath of allegiance to King George yesterday.

Cables from all parts of the Empire describe the proclamation scenes. Everywhere the proclamation of the new King was received with demonstrations of loyalty.

## DECLINE IN RUBBER.

LONDON, May 10th.

Raw rubber has fallen from 1/- to 1/6 per pound in price.

[FROM THE "CHUNG NGOI SAN PO."]

## ALLEGED SALE OF NAVAL AND MILITARY SECRETS.

PEKING, May 10th.

A Chinese official surnamed Chiu has been arrested for selling naval and military secrets to a foreign power.

## BEWARE OF ANTI-MANCHUS!

PEKING, May 10th.

The Grand Secretaries have communicated with the Viceroy and Governors of different provinces where there is a failing rice crop, warning them to use every effort to prevent members of the Anti-Manchu Society from inciting the starving people to rebellion.

## WU TING FANG.

PEKING, May 10th.

Wu Ting Fang, formerly Chinese Ambassador to America, has been requested to proceed to Peking at once.

## FAMINE-STRICKEN CHANGSHA.

PEKING, May 10th.

The minister of a certain foreign Power is said to have submitted a proposal to the Board of Foreign Affairs for the shipment of rice to Changsha for the relief of the inhabitants.

[FROM THE "CABLENEWS AMERICAN."]

## PRESIDENT TAFT AND RENOMINATION.

WASHINGTON, May 3rd.

President Taft is in receipt of letters from Mr. Theodore Roosevelt urging him to be a candidate for re-nomination in 1912 and pledging his support.

## EARTHQUAKE IN COSTA RICA.

WASHINGTON, May 6th.

Cable advices received here from Costa Rica tell of a disastrous earthquake in that country. The town of Cartago is reported destroyed and the list of dead is placed at five hundred at the very least. Some estimates of the loss of life run into the thousands. The town is said to be a complete wreck.

## SINGING FOR 63 HOURS.

What is believed to be the most prolonged singing performance on record has just been achieved by Mr. Alexander B. Porter, a magistrate living in the Liverpool suburb of Waterloo, who before retiring from business, was chief accountant in Liverpool of the North and South Wales Bank.

Mr. Porter, on his 72nd birthday, gave a party to relatives and friends, and during the evening sang seventy-two songs, one for each year of his life. The feat took six hours, with necessary intervals. As the outcome of a suggestion that he had exhausted himself, the veteran invited his friends another evening, when he sang 100 songs, and demonstrated that his staying powers were better than those of some of his challengers. On this evening Mr. Porter began singing at a quarter to seven, and finished at half-past one next morning, his performance thus occupying, with intervals, 63 hours.

## A GERMAN PRINCE COMING.

Prince Heinrich Reuss XXXIII, who has been appointed German Ambassador to Japan, arrived in Colombo on April 23, from Germany, by the N. D. L. steamer *Derfflinger* on his way to take up his new appointment. The Prince broke his voyage at Colombo, and sailed in the *Prinz Eitel Friedrich*. Prince Reuss XXXIII is the son of the Princess of Sleswig-Weimar and the brother of Prince Reuss, who visited Ceylon in 1905.

## LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's s.s. *E. Frau Ferdinand* left Singapore for this port on the 9th inst., and is due here on the 15th inst. The P.M.S. s.s. *Asia* left San Francisco on the 10th inst., via Honolulu, Japan and Shanghai, and is due here on the 7th prox.



## SHIPPING NOTES.

The auxiliary steam German barque *R. C. Hickman* has arrived at Moji from San Francisco after a passage of 38 days for a full cargo of coal to Singapore. She is the largest barque afloat, and carries 7,203 tons deadweight.

The South-Western Railway Company has decided to increase the present Trafalgar Dock at Southampton to such an extent that it will be the finest and most modern dock in Europe. The alterations, it is expected, will take about twelve months. Commissioner Gayton was to move to the next meeting of the Southampton Harbour Board that the Board consider the question of obtaining tenders to carry out the deepening of the main channel from Thurn Knoll to Fawley Beacon.

The East Asiatic Company's steamer *Chumpon*, from Europe, which arrived in Bangkok the other day, has set up a record in coastal trade. As is known, the above Company has secured the contract for supplying the rails for the Royal Southern Railway and now every one of the Company's Europe boats brings rails for Penang (for Trang), Singora and Bangkok. The *Chumpon* landed 300 tons at Penang and at Singora 1,445 tons, leaving a balance of 500 tons for Bangkok. The *Chumpon*, which flies the flag of Spain, is the biggest European steamer which has visited "Siam," and the amount of cargo landed there forms a record for the west coast trade in the Gulf. While she was discharging, H. R. H. Prince Yugala, the new High Commissioner, arrived from Bangkok, and the *Chumpon* dressed ship in honour of the Prince. Her skipper, Captain Hansen-Rau, reports a pleasant and uneventful voyage out, the vessel being delayed in Antwerp.

It is seldom, writes a Marine Insurance correspondent, that two large liners are notified as "missing" at Lloyd's in a single day, but both the British India liner *Loodiana* and the Dutch mail steamer *Prins Willem II*, were posted "missing" in the room. This means that underwriters will be settling total losses on both boats. So far as the *Loodiana* is concerned, underwriters' interests are confined to the cargo, which was valued at £65,000. There seems reason to believe that the Dutch liner was wrecked with all hands in the Bay of Biscay about January 24. This vessel left Amsterdam for Paramaribo on January 21, and she was sighted off Ushant on January 23. She was due to arrive at Paramaribo on February 8, but has never since been seen. A quantity of wreckage has been washing up in the neighbourhood of Belle Ile (France), included in which were several lifeboats and cars marked *Prins Willem II*, leaving no doubt as to this vessel's fate. The vessel had on board 52 souls, of whom 14 were passengers. She was of 1,621 tons gross register, built at Amsterdam in 1890.

For some few years it has been strongly urged that the provisions of the Law of Navigation in Siam were ought to be extended to all rivers on which passenger launches run. Outside Bangkok and the lower part of the Mekong Chao Phya these boats do not require to be passed by competent officials, and the competency of engineers and steersmen is subject to no test. All that is now to be altered. An Amendment Act was passed on the 22nd ult., extending the provisions of the law, so far as they are important from this point of view to the following months:—Krung Thei, Krung Kao, Nakon Eawn, Pitsanulok, Prachinburi, Nakon Chaisi and Rajburi. The Amendment Act comes into force from the 1st of August. The preamble points out that serious danger to life and property results at present from the methods often adopted in fighting competition. In future all steam and motor boats, whether used for carrying passengers or for towing, within the limits of the months specified, must be licensed by the Harbour Department. In the same way engineers and steersmen have to receive the certificate of the same Department before they can be employed.

An interesting piece of news is contained in a message from Perth stating that the wreck of the *Pericles* has been found lying in 99ft. of water. A considerable quantity of cargo has been washed out, and the prospect of salvage is said to be fair. Of course, the discovery of the wreck is of quite minor importance compared with the identification of the rock on which the liner struck, but the statement regarding the depth of water in no way disturbs the impression created by the serious message regarding the movements of the vessel after she struck. There is plenty of water of a depth of 15 fathoms three miles due south of Cape Leewards, and the report of the officers of the *Pericles* was that she struck a rock about seven miles south of the Cape and then made for the shore. A depth of 96ft. of water in a calm sea would present no great difficulty for divers—in the classic case of the Spanish steamer *Alfonso XII*—but the opinion of people well acquainted with the region round Cape Leewards seems to be that any sailor would think very carefully before he invested a shilling in any salvage expedition to work in that restlessness ocean. However, inquiries are now being made in Australia with a view to ascertaining on what terms a contract for the salvage of cargo in the vessel could be made; presumably such a contract would be effected on the terms usually chosen by underwriters—namely, the "no cure no pay" system, the salvors to receive a percentage of the value of the goods recovered.

The Supreme Prize Court at St. Petersburg, presided over by the Minister of Marine, has confirmed the decision of the Liban Prize Court, rejecting the claim of the owners of the British steamer *Hippang*, which was torpedoed and sunk by a Russian warship off Pigeon Bay in July, 1904, during the Russo-Japanese War.

Lloyd's Register shipbuilding returns show that, excluding warships, there were 386 vessels, of 1,057,536 tons gross, under construction in the United Kingdom at the close of the quarter ended March 31, 1910, against 399 vessels of 912,272 tons gross under construction on March 31, 1909. The tonnage now under construction is about 144,000 tons more than that which was in hand at the end of last quarter, and also exceeds by about the same amount the total building 12 months ago. The figures of the warship tonnage now being built (303,685 tons displacement) are the largest reported since September, 1904. Of the vessels under construction in the United Kingdom at the end of March 31 of 734,590 tons are under the supervision of the surveyors of Lloyd's Register with a view to classification by this society. In addition 72 vessels of 213,568 tons are building abroad to the society's classification. The total building at the present time under the supervision of Lloyd's Register is thus 386 vessels of 948,938 tons.

A coast-defence ship, the *Kongo*, one of the three boats designed for the Japanese Government by the late Sir Edward Reed, was sold at Maidzuru by public tender the other day, realising Yen 57,220. She was built in England in 1877 and is of 2,284 tons displacement.

The *Maurelania* has broken the "westward long course" record, making the run from Dant's Rock, outside Cork Harbour, to the Ambrose Lightship in 4 days 15 hours 29 minutes at an average speed of 25.91 knots.

## BOYS' BRIGADE AND SCOUTS.

OPENING CEREMONY AT ST. ANDREW'S, KOWLOON.

In these days of uncertainty, when wars and rumours of wars are not so remote as optimists may think, it is a pleasure to know that we have enthusiasts in our midst keen on teaching the young ideas how to shoot. In the classic language of Washington, "to be prepared for war is one of the most effectual means of preserving peace," and this sentiment has no doubt actuated a man of peace in the Colony to endeavour to stimulate in British youths here a spirit of patriotism, and to prepare them in the use of arms for future possible emergencies. Shortly after his arrival in the Colony the Rev. H. O. Spink, incumbent of St. Andrew's, Kowloon, conceived the idea of inaugurating a boys' brigade and scouts, and so enthusiastically did he enter into his project that he has now the pleasure of witnessing what is called "the opening ceremony" of such a brigade in the Colony.

At 6.30 p.m. this afternoon the opening ceremony is to be held in St. Andrew's Church grounds at Kowloon. Here the embryo soldiers will assemble, and after an opening prayer by the Ven. Archdeacon Barnett, His Excellency the Officer Administering the Government and the General Officer Commanding the Troops will address those who in tender years are "hearing their country's call."

Officers of the youthful brigade are prepared to enrol members on both sides of the harbour between the ages of eleven and seventeen years, and to those members resident in Hongkong who may wish to join the Star Ferry Company has kindly granted free passages on their boats to the drills, which will be held between five and eight p.m.

The captain of the new brigade has been fortunate in securing the services of capable and experienced officers, and the early manhood of the young citizen soldiers will be developed by various athletic sports such as swimming, cricket, football and cycling, while, by the time the winter months set in, a well-equipped gymnasium is expected to be in readiness. Arrangements are already being made for a summer camp, and it is hoped that carbines for drill purposes will be very shortly available.

## SIR E. SHACKLETON'S PROPHECY.

Sir Ernest Shackleton was the guest of Lord Grey during his visit to Ottawa, and in a speech he made on April 15th at a luncheon given by the Canadian Club he predicted that Captain Scott would reach the South Pole by December 22nd of next year.

## BALD MAN'S SUICIDE.

DEPRESSION THROUGH LOSS OF HAIR.

Henry Mansfield Lyndon, aged twenty-two, son of the postmaster of Westport, near Birmingham, suffered from an illness which caused him to fall out.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 10th at 11.55 a.m.—The barometer has risen considerably at Meico Sima, and fallen quickly over the Loochoos and S.W. Luzon.

## SUPREME COURT.

Tuesday, May 10th.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PRINCE JUDGE).

## EXTENSIVE JEWELLERY PURCHASES.

Action was brought by Chan Foo, against Cheong Yun Fook, an interpreter on the *Empress of China*, to recover the sum of \$800, balance said to be due for goods sold and delivered.

Mr. F. X. d'Almeida o Castro (of Messrs. Almeida & Smith) appeared for the plaintiff, and Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morrell) represented the defendant.

Mr. Almeida said the claim was for a balance due on certain bangles and jade-stones were sold to the defendant.

Plaintiff deposed to residing on the second floor of 148, Des Voeux Road Central.

M. Almeida—Can you point out the defendant? Plaintiff did so.

Mr. Goldring—I don't think it's necessary; it's not like a crime.

Mr. Goldring—It is in this case, my Lord, because my client denies knowing anything about it.

Plaintiff said he had known the defendant for four or five years. In the eighth month of last year he sold the defendant \$1,520 worth of bracelets and bangles. The name of the purchaser was Yun Fook, and the amount was paid by him. In the tenth month again witness sold defendant jade-stones to the value of \$2,340, for which he received an acknowledgment. Defendant paid him \$1,540 on account, and witness had applied for the balance due of \$800.

In cross-examination plaintiff said the goods were delivered at defendant's house.

His Lordship (to Mr. Almeida)—Are you going to call anyone who saw them delivered?

Mr. Almeida—I cannot, my Lord, because the witnesses are the defendant's wives and concubines.

Mr. Goldring (to witness)—Was the money also paid in defendant's house?—Yes, and the acknowledgment was written by a fellow lodger in the house.

Mr. Goldring pointed out that the acknowledgment was only chopped, and said it was a most unusual thing for a private individual to have a chop.

Mr. Goldring (to witness)—You sold these goods on commission, did you not?—I bought them, and sold them on my own account.

Did you pay cash?—Yes.

His Lordship—Why didn't you get the defendant to sign the document instead of only getting it chopped?—He said it was not necessary to put his name on the note, as his chop was quite sufficient.

Defendant was then called, and said he did not know the plaintiff, and had not a chop of any description. He had been sixteen years on board "Empress" boats, and had also been employed by the C.P.R. On the present trip he had been sixteen days, and from the time he left here till the time he returned was between 56 and 58 days.

In cross-examination witness said he was in Hongkong on September 15th, but not on November 30th.

On defendant's wife's statement, Mr. Goldring admitted that his client was in the Colony on the second date.

Mr. Almeida—A man named Hop Kwai occupies one of your cubicles?—I am most of the time abroad, and don't know much about my family affairs.

You don't know how to write your signature in Chinese?—I do.

Since when have you learned it?—Since boyhood.

Have you purchased jade-stone from other persons in the Colony?—No.

You don't attempt to smuggle goods into Vancouver?—That is not allowed.

His Lordship granted an adjournment to enable the plaintiff to call rebutting evidence regarding the chop.

## CHINA EMERGENCY APPEAL COMMITTEE.

At a meeting of the China Emergency Appeal Committee (of which Sir Robert Hart is the president) it was reported that during March £2,081 had been received and promised towards the sum of £10,000 which the committee is endeavouring to obtain for the development of medical, normal, and theological training colleges for Chinese students and for necessary literature for existing societies in China. Among the more recent contributions have been £770 from Edinburgh and £1,083 from Glasgow.

The following grants have been made by the China Emergency Appeal Committee:—For the Union Medical College, Peking, £2,000; the Union Medical College, Hankow, £1,000; the Union Medical College, Mukden, £500; the Union Normal Training College, Tsing-tou, £1,500; the Anglo-Chinese College, Tientsin, £1,000; the Christian Literature Society for China, £1,700; and the China Medical Missionary Association, £500.

## MANCHURIA ENORMOUSLY RICH.

The mountains and hills of Manchuria are rich with minerals. Coal is found in many places, and forty-three mines are now in operation in Fengtien province. The possible output of coal in this vast country can hardly be estimated. The native mining is crude, and the deep, rich veins are merely scraped. Other mines, such as silver, lead, gold, platinum, asbestos and iron, have been found in large number and only await the touch of development to pile up the riches of the country. It is hoped that in the near future China will obtain enough gold in Manchuria to make practicable the possibility of China's release from the present evils of a fluctuating silver currency. Manchuria is also rich in superb and magnificent virgin forests of ash, walnut and pine. The mineral and forest wealth of this wonderful country, however, is insignificant when compared with the great, boundless wealth of the soil. Here lies Manchuria's greatest riches.—*Leitch's Weekly.*

## GREAT BRITAIN AND JAPAN.

AN ASPECT OF THE TARIFF QUESTION.

The following published correspondence in the *Japan Mail* will not be without interest here:—

Department of Foreign Affairs, Tokyo, April 2nd, 1910.

Chairman of the Foreign Board of Trade, Yokohama.

DEAR SIR,—The attention of His Excellency the Minister for Foreign Affairs has been called to the remarks of Mr. E. C. Davis at the Annual Meeting of your Board on the 30th ultimo. Mr. Davis is reported to have said that, according to the public Press, Count Komura is alleged to have made a statement in the Diet in connection with the question of tariff revision, to the effect that:

"As England was a free-trade country and could not retaliate, there was no necessity to consider her."

I am instructed by Count Komura to inform you that he has never made, either in the Diet or elsewhere, any statement that could by any possible construction be given the above meaning, or anything like it. Count Komura has not seen the Press report to which Mr. Davis alluded, but he is surprised that Mr. Davis did not take the trouble to verify that report before giving it currency, and he hopes that you will as far as possible repair the injury already done by giving to this denial the same publicity as has been given to the erroneous statement.

I enclose in translation an extract from the speech delivered by Count Komura in the Diet. By comparing this extract with the report referred to by Mr. Davis, you will see how inaccurate and misleading the latter really is.—I am, dear sir, Yours sincerely,

O. SARANO,

Private Secretary to the Minister for Foreign Affairs.

[Extract from Count Komura's speech at a meeting of the Committee of the Revised Tariff Law Bill, January 23, 1910.]

"In the coming Treaty Revision we shall make it our principle to apply the Statutory Tariff. In some cases we may fix upon Conventional Tariffs; but such concessions will not be in the existing treaties, be unilateral, but will be reciprocal. However, when the Conventional Tariffs cease to be unilateral, as at present, and become reciprocal, there will really be very few countries with which we can conclude such conventions. As Great Britain, for instance, is pursuing, as you are aware, what is called a free-trade policy, there is no room for a convention with that country."

Yokohama Foreign Board of Trade, 74, Yamashita-cho.

Yokohama, 18th April, 1910.

DEAR SIR,—I have the honour to acknowledge receipt of your favour of the 2nd inst., the contents of which have received the careful attention of this Committee.

Mr. Davis is also a member of the Committee. He has taken the opportunity of discussing the matter thoroughly with him in person, and he has furnished us with the following particulars concerning the remarks in his speech of 30th March, to which exception has been taken by His Excellency the Minister for Foreign Affairs.

It appears from Mr. Davis' statement that, in the *Osaka Asahi* of January 30th and February 15th this year, certain paragraphs appeared, purporting to embody the remarks of the Minister for Foreign Affairs in the Diet.

These remarks were duly translated into the recognized organs of foreign public opinion, together with editorial comments thereon, and as these translations and comments remained unchanged and uncontroverted, either officially or unofficially, there appeared to be no reason to doubt that the newspaper reports were correct.

This being the case, the Committee are of the opinion that Mr. Davis is justified in reproducing them in a speech which had particular reference to the Tariff Question which is now before the country, and that there was no obligation on his part to further test the correctness of reports which had been tacitly admitted by the silence of the officials interested.

While regretting that Mr. Davis should unconsciously have accepted an incorrect interpretation of His Excellency's remarks, the Committee still hope, in view of the above explanations, that both Mr. Davis and themselves will be entirely absolved from any wrongful intentions.

With assurances of the highest esteem, I beg to remain, dear sir, Yours very respectfully,

D. H. BLAKE,

Chairman.

O. SASSO, Esq.,

Private Secretary to the Minister for Foreign Affairs, Tokyo.

The publications on the subject in the recognized organs of foreign public opinion are still unknown at the Foreign Office, but the following is a correct translation of the statement referred to, which actually appeared in the *Osaka Asahi*:

## FIRE INSURANCE IN CHINA.

A Kwangtung correspondent of the N.C. Daily News writes:

Readers of Charles Lamb's delightful dissertation on roast pig will remember that once Ho-ti had tasted the delights of crackling roast pork, as often as his sow farrowed, his house was certain to be ablaze soon after. As young Bobo, used to crackling frolics had led to the discovery, every shop in the city must send a man to the work of carrying water. To ensure a full muster, every bearer carries a wooden tally which he delivers to the captain of the "Fire Brigade." After the fire these are checked and then returned to each shop along with a present, in the shape of tobacco or cash, from the ward in which the fire took place. The raised, every shop in the city must send a man to the work of carrying water. To ensure a full muster, every bearer carries a wooden tally which he delivers to the captain of the "Fire Brigade." After the fire these are checked and then returned to each shop along with a present, in the shape of tobacco or cash, from the ward in which the fire took place. The raised, every shop in the city must send a man to the work of carrying water. To ensure a full muster, every bearer carries a wooden tally which he delivers to the captain of the "Fire Brigade." After the fire these are checked and then returned to each shop along with a present, in the shape of tobacco or cash, from the ward in which the fire took place.

A recent fire revealed the capacity of the Chinese to organize for the common weal when convinced that it is worth while and also explained the reluctance to insure.

The news of the outbreak was carried round the city by the beating of the fire gongs, and in response seven hand pumps from various quarters of the city rumbled heavily over the uneven stone paving. Streaming after them came a paucity of coolies, dressed in distinctive jackets and the familiar small round bamboo-hats, most of them shoulder-ment in that whenever the alarm of fire is raised, every shop in the city must send a man to the work of carrying water. To ensure a full muster, every bearer carries a wooden tally which he delivers to the captain of the "Fire Brigade." After the fire these are checked and then returned to each shop along with a present, in the shape of tobacco or cash, from the ward in which the fire took place. The raised, every shop in the city must send a man to the work of carrying water. To ensure a full muster, every bearer carries a wooden tally which he delivers to the captain of the "Fire Brigade." After the fire these are checked and then returned to each shop along with a present, in the shape of tobacco or cash, from the ward in which the fire took place.

## MR. ROOSEVELT'S TOUR.

EXCEPTION IN VIENNA.

Mr. Roosevelt reached Vienna on the 15th April and was greeted at the station by Baron Hangelmüller von Hongerwarth (Austro-Hungarian Ambassador at Washington), Mr. Kerecs (United States Ambassador in Vienna), and several representatives of the Ballplatz, with all of whom he conversed for a few moments before entering the Imperial Court carriage, which was in readiness to drive him to his hotel.

The colonel expressed keen pleasure at meeting again with Baron Hangelmüller, and laughingly remarked, as he shook him by the hand, "I would not have had you under my observation again if I had not come to Austria."

There was some difficulty about obtaining rooms when the party arrived at the Hotel Krantz, but it was soon surmounted, and a heavy mail was carried into the ex-President's room, when he was waited upon by an enquiry from the Emperor.

Just before eleven o'clock Mr. Roosevelt appeared at the entrance to the hotel after forcing his way through a throng that made the hotel corridor almost impassable with Americans and Austrians who desired to receive a bow or shake hands with the visitor. A cheer was raised as he entered a carriage bearing upon the panels and back the Royal Arms.

Through the streets, thronged with people, the police saluting and many of the crowd waving their hats, Mr. Roosevelt drove to the Ministry, where he was received by Count Achermann. The conversation lasted an hour. While neither consented even to indicate the nature of the interview, it may be reasonably assumed that neither was discussing matters of slight importance. Mr. Roosevelt made no secret of his desire to meet the leading statesman of the Dual Empire, whose hand was heavy upon the politics of Europe.

It is a fair assumption to imagine that matters of the most vital importance to the peace of the entire world came within the scope of their agenda. Commenting upon the statement that he had definitely promised to become a candidate for the Presidency at Porto Maurizio, Mr. Roosevelt said: "I have never, by word or implication, given any such promise. On the contrary, I have consistently maintained rigid silence on matters connected with American politics."

At five minutes to two Mr. Roosevelt, again in an Imperial carriage, drove to the famous Hofburg Palace, where, after passing through interminable rooms lined with officials and dignitaries, he met the aged Emperor, who, attired in uniform, showed surprising vitality and vigour during a private audience in the Imperial private apartments which lasted nearly three-quarters of an hour. Naturally Mr. Roosevelt declined to discuss or to indicate the nature of the interview.

From the Hofburg in drizzling rain, which damped little the enthusiasm of the crowd, Mr. Roosevelt visited the Kapuziner Grut, the Pantheon of the Habsburgs for centuries. Passing through a long dim corridor, preceded by brown-gowned Capucins bearing lighted candles, Mr. Roosevelt, with two huge wreaths of roses and ferns, with tri-coloured ribbons bearing in gold letters the name of Theodore Roosevelt, entered vaults lighted by stained-glass windows. Here were the elaborate sarcophagi of the dead members of the Royal House of Austria, some plain with a simple emblem, others large, elaborate, ornamental works of art, with allegories of crowned death and of the fulfilment of terrestrial existence and the glory of the life to come. Through two rooms, passing rows of bronze shells of the royal dead, Mr. Roosevelt came to the end, where a bronze Madonna extended benign hands over plain bronze caskets, with the remains of the Empress of Austria and Prince Rudolph. Attended by Mr. Kerecs, Secretary of the American Embassy, and the Capucins, Mr. Roosevelt, with two huge wreaths, first on the Empress casket, and then on that of the Crown Prince. Exchanging the horsed carriage for an Imperial motor-car, Mr. Roosevelt left cards on the Archduke Franz Ferdinand.

## RAILWAY EXPANSION IN CHINA.

At a meeting of the Central Asian Society held in London on April 13th a paper on "Railway Expansion in China and the Influence of Foreign Powers on its Development" was read by Mr. A. J. Barry. Mr. Barry pointed out that while the prejudice of the Chinese against such a foreign innovation as railways had been entirely overcome their dislike of the foreigner remained. In former days a considerable measure of foreign control had had to be accepted, as the necessary foreign capital, engineers and officers could not be obtained on other terms. The Chinese had now learned much in the matter of construction and management, and until quite recently the competition of financiers to lend China money for railway purposes had been so keen that she had been able to eliminate conditions prescribing supervision and control. Whether this haste to get rid of the foreigner would in the end be of benefit to China was doubted by some of the ablest Chinese statesmen. After an interesting and instructive account of British, Russian, French, German, and Japanese railway work and expansion in China, and of the conflicts which had arisen out of the rivalry of the different nationalities, Mr. Barry said a few words on the attitude of the Japanese in Manchuria, especially with regard to the Fakuken and Chinkow-Aigun railway projects. In his view it was difficult to reconcile Japan's action with her treaty engagements to co-operate in maintaining the integrity of China and the principle of equal opportunity of all commercial enterprises of all nations. His conclusion was that the present chaotic conditions would continue until Chinese finance, &c., had been reorganized by co-operation between Peking and the provinces.

Sir Francis Younghusband, in opening a discussion on the paper, said that the great strategic battle, which was one of the greatest in the world, had come to a certain stage, but it had not by means reached its final stage. The Russians had been thrown back for a time, but they had by no means given up the battle. There were signs that the old extraordinary antagonism between the European Powers had given way in a certain degree to a larger spirit of co-operation. There was certainly not now the antagonism between the British and the Russians that there used to be, nor between the British and the French. It was a consummation devoutly to be wished that in the future the European Powers would be able to co-operate to a very much larger extent than in the past to develop China not merely for the benefit of the Chinese, but also for the benefit of the civilized world in general.

Mr. Edward Moon and others took part in the discussion, which concluded with a vote of thanks to Mr. Barry, proposed by the Chairman, who said they would look with the greatest interest to see how far European financiers were able to work together to break down the hostility of the Chinese towards the introduction of foreign capital and enterprise into their country.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bulletin circular dated 14th April. The production of gold in China nearly doubled in the year 1908, the output being £1,700,000. No one need feel surprise that the firm undertone of the silver market, which has been apparent these last few weeks, should be translated into an advance in price, doubtless accelerated by the inability of "bars" to cover quickly enough. The immediate cause was a wave of speculation in the Indian markets, where anticipation of Indian Government purchases seems impressed on the native mind. Coupled with this, there have been "bull" operations in other quarters. We are informed that the Government of the United States has bought no silver, except that contained in gold deposits, since February, 1909, and there is little probability that the department will be in the market in the near future. There is about \$21,500,000 in subsidiary silver coin in the Treasury. While this amount is about \$4,000,000 less than for the corresponding period of the previous year, it is claimed that this will be sufficient to meet the requirements of the Treasury for several months to come, if not for the remainder of the year. Subjoined is Messrs. Mocatta & Goldsmid's circular dated 14th April.—The Silver market has shown great strength during the week and from 24th, quoted on the 8th inst., the price has advanced almost without reaction to 24½, which we quote to-day. The rise has chiefly been due to an almost continuous stream of orders from India, where, both in Bombay and Calcutta, operators are working a very good view of the future of the market, based, as far as we can tell, not only on the present prosperous state of the country, but also on the idea that the Indian Government might buy in the near future. Although the Government can hardly be expected to appear as buyers for some months to come, another good monsoon would ensure their appearance before the end of the present year, and it is only natural that operations should already begin to take an interest in the market. The undertone remains firm and there is not much prospect of any important reaction, but China rates have failed to respond to our rise, and considerable sales of silver have been effected from that quarter as a result of the improved condition of the Indian market. Unless the China rates show some improvement it is difficult to see how the price can go much higher for the present, as a further advance would doubtless induce sales from China followed by shipments of eyes.

## WRIGHT AND GREIG'S "PREMIER."

SCOTCH WHISKY—just the same as you get at home in Scotland.—Adv.











## FORTHCOMING EVENTS.

Wednesday, 18th May—Raw Silk at No. 16, Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, 11 a.m.  
 Saturday, 21st May—Twelfth Annual Ordinary Meeting of the "Star" Ferry Co., Ltd., at the Office of Messrs. Gibb, Livingston & Co., 12.15 p.m.

## SHIPPING.

## ARRIVALS.

BUYO MARU, Japanese str., 1813, Yamamoto, 10th May—Dairen 5th May, Coal—Mitsui Bussan Kaisha.  
 CHICAGO MARU, Japanese str., 3832, I. Gato, 10th May—Manila 7th May, General—Osaka Shosen Kaisha.  
 FRUEN, British str., 838, H. Nelson, 9th May—Ensign 5th May, Rice—Barretto & Co.  
 HAKUN, British str., 636, J. W. Evans, 10th May—Swatow 9th May, General—Douglas, Lapraik & Co.  
 NIKKO MARU, Japanese str., 5439, M. Yagi, 10th May—Yokohama 30th April, General—Nippon Yusen Kaisha.  
 OCEANO, British str., 3050, F. W. Davies, 10th May—Mojito 5th May, General—Dodwell & Co.  
 RUBI, British str., 1619, A. Fraser, 9th May—Manila 7th May, General—Shewan, Tomes & Co.  
 TINGSAO, British str., 1000, Anderson, 10th May—Sagien 6th May, Rice—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

Anglo, German str., for Bangkok.  
 Fukura Maru, Japanese str., for Moji.  
 Hainan, British str., for Swatow.  
 Hanyang, British str., for Swatow.  
 Igo Maru, Japanese str., for Singapore.  
 Kumano Maru, Japanese str., for Nagasaki.  
 Pakai, German str., for Haiphong.  
 Sakai Maru, Japanese str., for Swatow.  
 Victoria, Swedish str., for Hothow.

## DEPARTURES.

ALDENHAM, British str., for Australia.  
 CHONGSHING, British str., for Canton.  
 HAIYANG, British str., for Swatow.  
 HINSANG, British str., for Swatow.  
 KALANG, British str., for Saigon.  
 PROMINENT, Norwegian str., for Bangkok.  
 TAMON MARU, Jap. str., for Moji.  
 TEAN, British str., for Manila.  
 TOUBANE, French str., for Shanghai.  
 YATSHING, British str., for Canton.

## SHIPPING REPORTS.

The British str. *Rubi* reports: Experienced moderate winds and sea weather.  
 The British str. *Oceano* reports: Light to strong winds, smooth sea and thick fog.  
 The British str. *Tingso* reports: Fine weather throughout, light to moderate N.W. winds.  
 The British str. *Hainan* reports: Leaving Swatow, fresh S.W. wind, and leaving Breaker Point, light S.W. winds.

## VESSELS EXPECTED.

THE ENGLISH MAIL.  
 The P. & O. str. *Deceat* left Singapore for this port on the 6th inst. at 4.30 p.m., with the outward English Mails, and is due here to-day at about 8 a.m.

THE INDIAN MAIL.  
 The Indo-China str. *Kutsang* from Calcutta and the Straits left Singapore for this port on the 7th inst.  
 The Indo-China str. *Kumang* left Calcutta for the Straits and Hongkong on the 3rd inst., and is due here on or about the 18th inst.

THE GERMAN MAIL.  
 The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German Mails with dates from Berlin of the 20th ult. a.m., left Colombo on the 7th inst. p.m., and may be expected here on or about the 18th inst.

THE AUSTRALIAN MAIL.  
 The C.N. Co. str. *Changsha* left Australia on the 27th ult., and may be expected here on or about the 21st inst.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 7th inst., at noon, and may be expected here on or about the 29th inst.

THE AMERICAN MAIL.  
 The P.M. str. *Sibuyan* arrived at Manila on the 7th inst., and is due here on the 13th inst.  
 The P.M. str. *China* left Yokohama on the 8th inst., via Kobe, Nagasaki and Shanghai, and is due here on the 17th inst.

The P.M. str. *Manchuria* left San Francisco on the 25th ult., for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 23rd inst.  
 The T.K.K. str. *Chiyo Maru* left San Francisco on the 3rd inst., for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 31st inst.

THE CANADIAN MAIL.  
 The C.P.R. str. *Empress of Japan* left Vancouver on the 4th inst. p.m., for Hongkong via usual ports of call.

MERCHANT STEAMERS.  
 The N.Y.K. str. *Kamo Maru* (European Line) left Singapore for this port on the 6th inst., and is expected here to-day.  
 The N.Y.K. str. *Colombo Maru* (Bombay Line) left Singapore on the 5th inst., and is expected here to-day.

The Swedish str. *Canton* left Singapore on the 5th inst. p.m., and may be expected here to-morrow.

The P. & O. str. *Socotra* left Singapore for this port on the 8th inst., at 7 a.m., and is due here on the 13th inst., at about noon.

The N.Y.K. str. *Tamato Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 6th inst., and is expected here on the 15th inst.

The O.S.K. str. *Fitspatrick* left Tacoma on the 21st ult., for this port via Japan ports, and is expected to arrive here on or about the 31st inst.  
 The O.S.K. str. *Tacoma Maru* left Tacoma on the 30th ult., for this port via Japan and Manila, and is expected to arrive here on or about the 8th prox.

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
 "SUTUGA" ... About 31st May.  
 For Freight and further information, apply to DODWELL & CO., Ltd., Agents.  
 Hongkong, 25th April, 1910. [566]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 14th inst., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	NORFOLK	Brit. str.	—	G. Phillips, R.N.R.	P. & O. S. N. Co.	About 18th inst.
ROTTERDAM, HAMBURG & ANTWERP.	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BERGALIA	Ger. str.	—	Hildebrandt	HAMBURG-AMERICA LINE	About beginning of June
HAYRE & HAMBURG via STRAITS, &c.	SILVIA	Ger. str.	—	Porcelinus	HAMBURG-AMERICA LINE	About middle of June
HAYRE & HAMBURG via STRAITS, &c.	ANDALUSIA	Ger. str.	—	Gibson	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, &c., via PORTS OF CALL.	SENEGAMBIA	Ger. str.	—	Bokhorst	HAMBURG-AMERICA LINE	On 10th June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AUSTRALIAN	Freestr.	—	Riquier	MESSAGERIES MARITIMES	On 24th inst., at 1 p.m.
MARSEILLES, COPENHAGEN & GOTHENBURG	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLES, HAYRE & HAMBURG, &c.	PEKING	Dan. str.	—	A. Christensen	MELCHERS & Co.	On 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SIBERIA	Ger. str.	—	Selmer	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 8th June, at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	H. Formes	NIPPON YUSEN KAISHA	On 22nd June, at D'light
TRIESTE, &c., via SINGAPORE, &c.	BUELOV	Ger. str.	—	G. Berguglian	MELCHERS & Co.	On 18th inst., at Noon.
NEW YORK & BOSTON	CHINA	Ans. str.	—	Meyer	SANDBER, WIELEB & Co.	On 27th inst.
NEW YORK	ARAGONIA	Ger. str.	—	F. W. Davies	HAMBURG-AMERICA LINE	On 19th inst.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	SURUGA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 31st inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	On 11th June.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 14th inst., at 6 p.m.
VICTORIA, B.C., & SEATTLE via KEELUNG, &c.	TAMBA MARU	Jap. str.	—	K. Sato	CANADIAN PACIFIC R. Co.	On 24th inst., at Noon.
VICTORIA, B.C., & SEATTLE via KEELUNG, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 21st June, at Noon
TACOMA via KEELUNG & JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	I. Goto	NIPPON YUSEN KAISHA	On 18th inst., at Noon
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	YIKKO MARU	Jap. str.	—	M. Yagi	OSAKA SHOSHEN KAISHA	On 25th June, at Noon
AUSTRALIAN PORTS via MANILA	CHANGSHA	Ger. str.	—	F. Iseko	NIPPON YUSEN KAISHA	On 13th inst., at Noon
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	G. W. Eddy	MELCHERS & Co.	On 21st inst., at D'light
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	1 m.	M. Winkler	BUTTERFIELD & SWIRE	On 26th inst., at D'light
NAGASAKI, KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 10th June, at Noon.
KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	P. L. Sommer	MELCHERS & Co.	To-day, at Noon
TIENSTIN via CHEFOO	TUJODAS	Dut. str.	—	J. P. van Emmerik	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SHANGHAI, MOJI & KOBE	CHONGSHING	Brit. str.	—	Y. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	COLOMBO MARU	Jap. str.	—	E. Combes	NIPPON YUSEN KAISHA	On 15th inst., at D'light
SHANGHAI via SWATOW, AMOY & FOCHOW	DEYANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-morrow, at Daylight
SHANGHAI	BUJUN MARU	Jap. str.	—	Y. Fuseno	OSAKA SHOSHEN KAISHA	To-morrow, at 8 a.m.
SHANGHAI	CHENAN	Brit. str.	1 m.	M. Courtney	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	CHOTANG	Brit. str.	—	C. Lindbergh	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	LIANAN	Brit. str.	—	Bradley	MELCHERS & Co.	On 15th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	CANTON	Dan. str.	1 m.	Selmer	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	E. Malchow	HAMBURG-AMERICA LINE	About 18th inst.
SHANGHAI, KOBE & YOKOHAMA	SUEVIA	Ger. str.	—	B. Cebel	MELCHERS & Co.	On 19th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 19th inst.
SHANGHAI, KOBE & YOKOHAMA	E. F. FERDINAND	Ans. str.	—	A. Harris	BUTTERFIELD & SWIRE	On 22nd inst., at D'light
SHANGHAI, MOJI, YOKOHAMA & KOBE	ANFUT	Brit. str.	1 m.	Hanse	MESSAGERIES MARITIMES	On 23rd inst., p.m.
SHANGHAI	SIMLA	Brit. str.	—	H. Hoops	HAMBURG-AMERICA LINE	On 2nd June.
SHANGHAI	CHINHA	Brit. str.	1 m.	Kende	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	WESTPHALIA	Ger. str.	—	Y. Yamamoto	BUTTERFIELD & SWIRE	To-day, at 2 p.m.
SHANGHAI	TAIKIHI	Dut. str.	—	Mawaly	OSAKA SHOSHEN KAISHA	On 15th inst., at 10 a.m.
SHANGHAI	NANCHANG	Dut. str.	—	Eyans	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
SHANGHAI	SOSU MARU	Jap. str.	1 m.	W. C. Passmore	BUTTERFIELD & SWIRE	On 13th inst., at 10 a.m.
SHANGHAI	DAIYU MARU	Jap. str.	—	S. J. Rosch	DOUGLAS LAFRAIK & Co.	On 17th inst., at 10 a.m.
SHANGHAI	HANYANG	Brit. str.	1 m.	S. J. Payne	DOUGLAS LAFRAIK & Co.	On 13th inst., at 4 p.m.
SHANGHAI	HAICHING	Brit. str.	2 h.	A. Fraser	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
SHANGHAI	HAITAN	Brit. str.	2 h.	P. H. Kelle	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 3 p.m.
SHANGHAI	CHONGSHANG	Brit. str.	—	R. Hodger	SHAW, TOMES & Co.	On 20th inst., at 4 p.m.
SHANGHAI	TAMING	Brit. str.	1 m.	M. Rodger	SHAW, TOMES & Co.	On 21st inst., at Noon.
SHANGHAI	YUENSANG	Brit. str.	—	F. Bonhill	MELCHERS & Co.	About end of May.
SHANGHAI	ZAFIRO	Brit. str.	—	Dini	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
SHANGHAI	KAITONG	Brit. str.	1 m.	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
SHANGHAI	BORNEO	Ger. str.	—	J. Robinson	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
SHANGHAI	CAPRI	Ital. str.	—	A. Pandor	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI	WAKASA MARU	Jap. str.	—	—	—	—
SHANGHAI	NAMANG	Brit. str.	—	—	—	—
SHANGHAI	SHANTUNG	Brit. str.	—	—	—	—
SHANGHAI	THAIWONG	Dut. str.	—	—	—	—

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW" Capt. H. FORMES	Wed'ay, 18th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	About 18th May.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISECKE	Saturday, 21st May, at D'light
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About 30th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SIBBLE	About end of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 7th May, 1910. [5]

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
OCEANO	4657	F. W. Davies	On 11th June.
KUMERIC	6222	J. Mathie	On 5th July.
ATYERIC	4563	J. Boyd	On 26th July.
SUVERIC	6232	F. S. Cowley	On 23rd August.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 5th May, 1910. [8]

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"YARPA" Capt. —	On 23rd May, P.M.
MARSEILLES via PORTS	"AUSTRALIEN" Capt. Riquier	On 24th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHC" Capt. Guinnet	On 6th June, P.M.
MARSEILLES via PORTS	"TOURANE" Capt. Lancelin	On 7th June, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building, 2

Hongkong, 11th May, 1910.

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B. From Quebec.
"EMPRESS OF INDIA" Sat., 14th May	"ALLAN LINE" Friday, 10th June
"MONTEAGLE" Tuesday, 24th May	"EMPRESS OF BRITAIN" Fri., 1st July
"EMPRESS OF JAPAN" Sat., 4th June	"ALLEN LINE" Friday, 22nd July
"EMPRESS OF CHINA" Sat., 25th June	"EMPRESS OF IRELAND" Fri., 12th Aug.
"EMPRESS OF INDIA" Sat., 16th July	
"MONTEAGLE" Tuesday, 16th Aug.	

The "EMPRESS" steamers leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers ... \$43 " " 243 " " \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

"B.M.S. 'MONTEAGLE' carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Fraya, opposite Blake Pier

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also YANION and TRIESTE, all MEDITERRANEAN, ADRYATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCHINA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI" Captain Dini, will be despatched as above on FRIDAY, the 13th inst., at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 4th May, 1910. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "DELHI" Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, &c., on SATURDAY, the 14th May, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's "MOONFAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "INDIA," due in London on the 30th June, 1910. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to B. A. HEWETT, Superintendent. Hongkong, 2nd May, 1910. [1]

"SHIRE" LINE OF STEAMERS, LTD. For LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "MONMOUTHSHIRE" Capt. G. E. Warner, will be despatched as above on or about the 25th inst. For Freight, or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 5th May, 1910. [599]

AUST



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	D'light, 12th May	Freight and Passage.
LONDON via USUAL PORTS	DELHI	Noon, 14th May	See Special Advertisements.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE	About 18th May	Freight and Passage.
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	Capt. C. D. Goldsmith, R.N.E.	About 9th May	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 11th May, 1910.

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, AMOI & SHANGHAI	"HANYANG"	On 11th May, 10 A.M.
NINGPO, CHEFOO & NEWCHANG	"NANCHANG"	On 11th May, 2 P.M.
SHANGHAI	"CHEYAN"	On 12th May, 4 P.M.
CHU & ILOILO	"KALFONG"	On 14th May, Noon.
SAMARANG & SOUBABAYA	"SHANTUNG"	On 14th May, 4 P.M.
SHANGHAI	"LINAN"	On 15th May, 4 P.M.
MANILA	"TAMING"	On 17th May, 3 P.M.
SHANGHAI	"ANHUI"	On 19th May, 4 P.M.
SHANGHAI	"CHINHUA"	On 22nd May, D'light
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 26th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANTU".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.  
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE SHANGHAI LINE  
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.  
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
FARE, \$45 SINGLE and \$90 RETURN.  
For Freight or Passage apply to—  
HONGKONG, 11th May, 1910.

BUTTERFIELD & SWIRE,  
AGENTS.TELEPHONE 36,  
10

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN," Capt. Evans	SWATOW	WED'DAY, 11th May, at 10 A.M.
"HAICHING," Capt. W. C. Passmore	SWATOW, AMOI and FOCHOW.	FRIDAY, 13th May, at 10 A.M.
"HATTAN," Capt. J. S. Rosch	SWATOW, AMOI and FOCHOW.	TUESDAY, 17th May, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 11th May, 1910.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 13th May, 4 P.M.
SHANGHAI	"CHOYSANG"	Saturday, 14th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"XALMSANG"	Saturday, 14th May, Noon.
TIENTSIN, CHEFOO	"CHEONGSHING"	Sunday, 15th May, D'light.
SHANGHAI, KOBE & MOJI	"KITSANG"	Tuesday, 17th May, Noon.
MANILA	"TUENSANG"	Friday, 20th May, 4 P.M.

RETURN TOURS TO JAPAN.

Occupy 24 DAYS.  
The Steamers "Kursang," "Namsang" and "Pekiang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
Steaming have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.  
Telephone No. 215, Sul. Exch. 4.  
For Freight or Passage, apply to—  
HONGKONG, 11th May, 1910.

JAREINE, MATHESON & Co., LTD.,  
GENERAL MANAGER

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# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, DANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
ANGHAI, YOKOHAMA and KOBE	"CANTON"	Middle of May.
MARSEILLES, COPENHAGEN and GOTHENBURG	"PEKING"	On 26th May.

For Further Particulars apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 11th May, 1910.

# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Eraser.	9,000	WED'DAY, 25th May, at Daylight
	TANGO MARU Capt. A. Christensen.	8,000	WED'DAY, 8th June, at Daylight
	KAMO MARU Capt. F. L. Sommer.	9,000	WED'DAY, 22nd June, at Daylight

VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiordahl.	7,000	SATURDAY, 21st May, from Kobe.
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VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and SHIMIZU	TAMBA MARU Capt. K. Sato.	7,000	TUESDAY, 24th May, at Noon.
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YOKOHAMA	AWA MARU Capt. S. Ishikawa.	7,000	TUESDAY, 21st June, at Noon.
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SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi.	6,000	FRIDAY, 13th May, at Noon.
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NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler.	6,000	FRIDAY, 10th June, at Noon.
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SHANGHAI, MOJI and KOBE	KUMANO MARU Capt. M. Winkler.	6,000	WED'DAY, 11th May, at Noon.
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COLOMBO MARU	Capt. E. Combes.	5,000	WED'DAY, 11th May.
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KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer.	9,000	THURSDAY, 12th May, at Noon.
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BOMBAY via SINGAPORE and COLOMBO	WAKASA MARU Capt. M. Nielsen.	7,000	TUESDAY, 17th May.
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# CHEAPEST SUMMER RATES

BETWEEN

# HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. \* Cargoonly. \* Carries Deck Passengers.  
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,  
MANAGER

Hongkong, 6th May, 1910.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	A. Fraser	Manila	On 14th May, Noon
ZAFIRO	2540	E. Rodger	Manila	On 21st May, Noon

For Freight or Passage apply to  
Hongkong, 2nd May, 1910.SHEWAN, TOMES & Co.,  
General Managers.

# HAMBURG-AMERIKA LINIE HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.	FOR HAVRE & HAMBURG:
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. ANDALUSIA ... 12th May.
S.S. SUEVIA ... 18th May.	FOR Marseilles, HAVRE & HAMBURG:
S.S. WESTPHALIA ... 2nd June.	S.S. SILESIA ... 30th May.
S.S. ARADIA ... 15th June.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SCANDIA ... 30th June.	S.S. BELGEVIA ... About beg. of June.
S.S. SEGOVIA ... 13th July.	FOR HAVRE & HAMBURG:
S.S. SAXONIA ... 28th July.	S.S. SENEGAMBIA ... 10th June.
S.S. SLAVONIA ... 10th Aug.	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SILVIA ... About mid. of June.
	FOR NEW YORK AND BOSTON:
	S.S. ARAGONIA ... 19th May.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 6th May, 1910.

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# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMSHIP	TONS.	SAILING DATE
S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200	Aug. 24th, at Noon.
S.S. BUYO MARU	10,500	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager,  
TOYO KISEN KAISHA, King's Building,  
Hongkong, 31st January, 1910.

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# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of May	SHANGHAI	First half of May
TJILIWONG	JAPAN	First half of May	JAVA	First half of May
TJIBODAS	JAVA	First half of May	JAPAN	First half of May
TJIMAH	JAPAN	Second half of May	JAVA	Second half of May
TJIPANAS	JAVA	Second half of May	JAPAN	Second half of May
TJILATJAP	JAVA	Second half of June	JAPAN	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.  
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 7th May, 1910.

Telephone No. 375.

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PORTLAND RAILWAY. THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Greatland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via KEELUNG, MOJI, KOBE and YOKO.	"CHICAGO MARU" Capt. I. Goto.	6,182	WED'DAY, 18th May, at Noon
HAMA	"TACOMA MARU" Capt. H. Yamamoto.	6,178	WED'DAY, 15th June, at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW & AMOI	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 11th May, at 10 A.M.
SHANGHAI via SWATOW, AMOI & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 12th May at 8 A.M.
TAMSUI via SWATOW & AMOI	"DAIJIN MARU" Capt. Y. KUDURAKI	SUNDAY, 15th May, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.  
The Newly Built Steamers: "SOSHU MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.  
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER

8771

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[137]

# PASSENGERS.

ARRIVED.  
For Chicago Maru, from Manila, Mrs. Phillips, Mr. P. Danger, Miss Menington, Mrs. Fairhurst, Mr. T. T. Laurensen, Mr. F. B. L. Bowley, Mr. and Mrs. R. B. Mosher, Miss Mosher, Mr. O. Little, Capt. M. Doergelitz, Mrs. B. Thompson and child, and Mr. Fritzky Feeling.  
TO DEPART.  
For Igo Maru, for London, Messrs. A. H. Hewitt, D. J. Piza, A. Le Fuente, Van Thiel de Vries, Mr. and Mrs. T. K. Dealy and child, Mr. and Mrs. B. L. Frost, Mrs. Frank Brown and child, Mrs. F. A. Davies and 2 children, Mr. and Mrs. E. H. Barrington Bridger and child, Mrs. K. M. Mola, Mrs. Summers, Master Sumner, Mrs. Feest, Miss Westrup, Mrs. McElraith, Mr. Sanderson and 4 children, Miss Lynoh, Capt. and Mrs. Stewart and child, Mrs. J. C. Warrington, Messrs. H. Cousant, D. Naito, K. Hoshimoto, Y. Tsuka, Kato, Ogata, E. H. Ebrahim, F. Adelsberg, O. J. McKennell, H. W. Stokes, W. Ford, Stannard, Nichols and J. J. Blake.  
DEPARTED.  
For Cachar, for Saigon, &c., Mr. A. Harrison, Rev. Pere Manuel, Mr. Macques, Rev. Pere Sudre and Mr. Dryden.  
For Tourne, for Shanghai, &c., Miss A. B. Andrews, Miss C. de Graffenheid, Mr. H. Wickham, MEG. des Garets & Mrs. Rev. Pere P. M. Ramond, Rev. Pere F. P. M. Aguesse, Mr. W. T. Mr. Tuche and child, Mr. J. J. Egan, Mr. H. S. Consterdine, Miss



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REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

34-4

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

Mails from EUROPE via SIBERIA:—

Date of Despatch from London.	Date due in Hongkong.	Vessel.
23rd April	To-day.	Chiquen

The *Desanka*, with the English mail of the 15th ultimo, left Singapore on Friday, the 6th inst.  
at 4.30 p.m., and may be expected here to-day, and the parcel mails closed in London  
for despatch by the sea route on the 6th of April and for despatch overland on the 15th of  
April.

FOR	PER	DATE.
Hohow and Haiphong	Victoria	Wednesday 11th, 8.00 A.M.
Swatow	Hainan	Wednesday 11th, 9.00 A.M.
Swatow, Amoy and Shanghai	Hainan	Wednesday 11th, 9.00 A.M.
Swatow, Amoy and Ningpo	Sooka Maru	Wednesday 11th, 9.00 A.M.
Swatow	Nanchang	Wednesday 11th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Kumano Maru	Wednesday 11th, 11.00 A.M.
Ningpo, Chefoo and Newchwang	Nanchang	Wednesday 11th, 1.15 P.M.
Macao	Sui Tai	Wednesday 11th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Bujun Maru	Wednesday 11th, 5.00 P.M.
Shanghai	Devanha	Thursday 12th, 11.00 A.M.
Manila	Ocean	Thursday 12th, 11.00 A.M.
Kobe and Yokohama	Kano Maru	Thursday 12th, 1.15 P.M.
Macao	Sui Tai	Thursday 12th, 3.00 P.M.
Shanghai	Chenai	Thursday 12th, 4.00 P.M.
Shanghai	Tyikini	Friday 13th, 9.00 A.M.
Swatow, Amoy and Foochow	Capri	Friday 13th, 11.0 A.M.
Singapore, Penang and Bombay	Nikko Maru	Friday 13th, 11.00 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Freemantle	Sui Tai	Friday 13th, 1.15 P.M.
Macao	Loongang	Friday 13th, 3.00 P.M.
Manila		

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HERMETICALLY SEALED BOXES  
AT \$4.20 AND \$2.80 PER 100  
FROM ALL TOBACCONISTS.

## SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 10TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.—</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$960, sellers.
National Bank of China, Limited	99,925	\$7	26	\$76, buyers.
Bank of China, Limited	8,604	12/6	12/6	\$10, buyers.
China Borneo Company, Limited	60,000	\$12	\$12	\$11, sellers.
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.80, sales.
China Provident Loan & Mortgage Co., Ltd.	50,000	\$10	\$10	\$8, buyers.
<b>COTTON MILLS.—</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 135.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$64, sellers.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62.
Loan-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 73.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250.
<b>Dairy Farm Company, Limited</b>	40,000	\$72	\$6	\$19, buyers.
<b>DOCKERS AND WHARVES.—</b>				
Hongkong & Kowloon Wharf & S. Co., Ltd.	60,000	\$50	all	\$57, sales.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$60, buyers.
Hongkong Dock Co., Limited	10,000	\$53	\$53	\$9, sellers.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 121.
<b>Levi &amp; Co., Limited</b>	18,000	\$25	\$25	\$10, sellers.
<b>Green Island Cement Co., Limited</b>	400,000	\$10	\$10	\$72, sellers.
<b>Hongkong and China Gas Co., Limited</b>	7,000	\$10	\$10	\$205.
<b>Hongkong Electric Co., Limited</b>	60,000	\$10	\$10	\$20, x.d. sales.
<b>Hongkong Hotel Company, Limited</b>	12,000	\$50	\$50	\$107, sales.
<b>Hongkong Ice Company, Limited</b>	8,000	\$25	\$25	\$34.
<b>Hongkong Rope Manufacturing Co., Limited</b>	5,000	\$10	\$10	\$160, sellers.
<b>INSURANCES.—</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175, buyers.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, buyers.
China Marine Insurance Co., Limited	24,000	\$83.33	\$25	\$87.
China Overseas Insurance Co., Limited	8,000	\$250	\$50	\$34, sales.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, sellers.
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, sellers.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$250.
<b>LANDS AND BUILDINGS.—</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$103, sellers.
Hampshire Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$84, sellers.
Kowloon Land and Building Co., Ltd.	5,000	\$50	\$50	\$30, buyers.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 111.
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers.
<b>MINEING.—</b>				
Societe Francaise des Carriers du Tonkin	16,000	Fcs. 250	all	\$625, buyers.
Rauo Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$84, sellers.
<b>Peak Tramways Co., Limited</b>	25,000	\$10	all	\$15, buyers.
<b>Philippine Co., Limited</b>	50,000	\$10	\$1	\$1.60, sales.
<b>REFINERIES.—</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$178.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$23, sellers.
<b>Robinson Piano Co., Limited</b>	4,000	\$50	\$50	\$50, sellers.
<b>STEAMSHIP COMPANIES.—</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$84, sellers.
China Steamship Co., Limited	20,000	\$50	all	\$73, sellers.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$30, sellers.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	71 1/2 £6.10.
Shell Transport & Trading Co., Limited	2,000,000	\$10	\$1	\$26, sellers.
Star Ferry Company, Limited	10,000	\$10	\$5	\$144, sellers.
South China Morning Post, Limited	6,000	\$25	\$25	\$25, buyers.
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers.
<b>STORES AND DISPENSARIES.—</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$5, sellers.
Watkins, Limited	10,000	\$10	\$10	\$34, sal. & sel.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$54, sales.
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers.
United Asbestos Oriental Agency, Limited	9,900 ord.	\$10	\$10	\$300.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$9, sellers.
<b>RUBBERS.—</b>				
Singapore and Johore	—	—	—	\$22 (Str.)
Balegumies	—	—	—	\$58 (Str.)
Pegolis	—	—	—	7/
Alagars	—	—	—	31/6 x.d.
Anglo-Malays	—	—	—	117/6
Castledels, fully paid	—	—	—	185
Highlands and Lowlands	—	—	—	10/ prom.
Kamunings	—	—	—	210/
Kuala Lumpur	—	—	—	100/
Lebury's	—	—	—	62/6
Linggis	—	—	—	42/
Sapungs	—	—	—	85/
Shidford	—	—	—	200/
Sungei-Kapars	—	—	—	130/
United Serangs	—	—	—	80/
Bukit Kajangs	—	—	—	32/6 prom.
Eastern and International	—	—	—	8/
London Ventures	—	—	—	18/
Sumatra Paras	—	—	—	7/
Mademans	—	—	—	96/3
Batu Tigas	—	—	—	—

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

## COMMERCIAL EXCHANGE CLOSING QUOTATIONS.

On LONDON—	May 10th.
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Jredits, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/9 1/2
On PARIS—	
Bank Bills, on demand	225 1/2
Credits, at 4 months' sight	229
On GERMANY—	
On demand	183
On New York—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
On BOMBAY—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
On CALCUTTA—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
On SHANGHAI—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
On YOKOHAMA—	
On demand—Poses	87 1/2
On MANILA—	
On demand—Poses	75 1/2
On SINGAPORE—	
On demand	107
On HONGKONG—	
On demand	4 1/2 p.m.
On SAIGON—	
On demand	87
On BANGKOK—	
On demand	87
SOVEREIGNS, Bank's Buying Rate	\$11.20
GOLD LEAF, 100 fine, per tael	\$58.60
BAN SILVER, per oz.	\$24 1/2
<b>SUBSIDIARY COINS.</b>	
Chinese	20 cents pieces, \$9.35 discount.
Chinese	10 " \$9.50 "
Hongkong	20 " \$9.00 "
Hongkong	10 " \$8.94 "

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